

## GBR (and Europe) Tasar Class Report 2019-2022

The GBR Association would like to open by congratulating the NATA for their efforts in hosting the 2022 World Championships and apologise for the lack of support from our region. The costs made the opportunity beyond the reach of most sailors.

The 2019 Worlds hosted at Hayling Island Sailing Club (GBR) was a highlight for the GBR class and represented a huge amount of work by the class's long standing committee, at the end of the event the entire GBR committee resigned creating somewhat of a void ... this situation was soon followed by the pandemic leading to a period of inactivity in the GBR Tasar class.

Once the lockdowns started to lift the class was without a committee and as such the class drifted for a while.

Rick Perkins stepped up and took on the role of the Class Chairman in early 2021 and formed a committee. A National Championships was then hosted in both 2021 and 2022. Plus a limited open meeting schedule.

At the end of 2021 the GBR class ran an on-line survey of Tasar sailors gathering the contact details of 100 European Tasar sailors and this has allowed us to recreate an accurate database of sailors.

From this survey we have created a WhatsApp group with 69 members and an eNewsletter with 93 subscribers.

In 2021 we also launched a new GBR class website: <https://www.tasargbr.org/>

In addition, we have also made steps to activate the GBR fleet via Social Media (mainly Facebook).

Despite all these steps, attendance at open regattas is low; it would seem that many have found other hobbies and sports to pursue during lockdown and returning to open event sailing is not happening as quickly as we'd like. This trend is also evident in other classes so this is not a challenge unique to the GBR Tasar fleet.

Going forward our immediate priority is to secure a venue for the 2023 National Championships; a task that is not proving easy as many clubs are looking for a minimum number of boats to make the event financially viable. To this end we are exploring the opportunities of partnering with other classes.

We did have some teams that decided not to attend the GBR Nationals because of the crew weight rule; but our suspension of the rule didn't happen soon enough to reverse their plans. It is the intention of the GBR Committee to support the JPN proposal to remove this rule.

New boats are still unavailable at a reasonable cost but I don't consider that a major factor in the mix right now; the market for second hand Tasars remains brisk.

The GBR fleet is still quite numerous and it is the intention of the committee to continue to re-energise those sailors to get them more active and to attempt to attract more of our sailors to participate in open and nationals championships; we think dropping the crew weight rule will help with this but the issue is bigger than just that barrier.

Going forwards GBR participation in world championships beyond our own shores is likely to be limited by the costs associated with container shipping and GBR participation at worlds in AUS, JPN and USA is likely to only be possible through the provision of charter boats. This lack of international participation may become an issue for our World Sailing Championships status but this is likely a case for all the International Classes.

Finally we'd like to offer a vote of thanks to the outgoing officials from the WTC; Executive Secretary Pete Ellis and the World Tasar President Anthony Boscolo for their huge efforts to support the class.